

The Indiana Teamster

"Serving the Indiana Teamster Movement"

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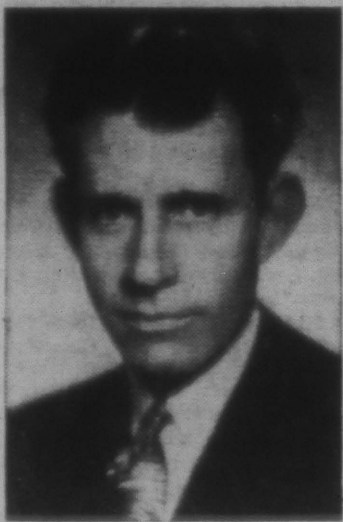
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FLEMING SEES DEFEAT OF DRY CREIGHTON AND AT LEAST 4 ANTI-LABOR CONGRESSMEN



HENRY F. SCHRICKER



CHARLES F. FLEMING



ANDREW JACOBS

Senator Urges State Drivers Support Schricker, Jacobs, Other Friendly Candidates

Addressing the Indiana State Drivers' Council August 20, Senator Charles F. Fleming of Hammond denounced the ardent prohibitionist, Hobart Creighton, as an enemy of Hoosier working people, and predicted his defeat in the coming gubernatorial election by former Governor Henry F. Schricker.

Senator Fleming also asserted the belief that Andrew Jacobs, well-known Indianapolis labor lawyer, will be elected to Congress to succeed Louis Ludlow, who is retiring, and that at least four of Indiana's Taft-Hartley-NAM Congressmen will be defeated for re-election at the same time, November 2.

The four Congressmen he certified for defeat are Landis, Harness, Gillie and Mitchell.

"Indiana might even get rid of Bobbie Grant, Halleck and Wilson if labor will work hard enough, and all if victims of inflation, no housing, no social security, etc., will express their indignation at the polls," he said.

Introduced by Pat Hess

Senator Fleming was introduced to the meeting, representing 17,000 Teamsters, in Hotel Lincoln, by Pat Hess, head of the Fort Wayne Teamsters, and chairman of the Council's Legislative Committee. Mr. Hess said:

"Every time we needed a friend in the last legislature we knew we could count on Chuck Fleming. And don't think that wasn't often enough, with 16 bills against labor flying out of the hopper. Chuck Fleming is a tried and proven friend of labor and will always give labor a square deal."

Mr. Hess pointed out that Senator Fleming is a candidate for Secretary of State in the coming general election.

That office is particularly important to Teamsters because the Secretary of State controls the State Motor Vehicle bureau, with responsibility for registering all motor vehicles and licensing motor vehicle operators, and appoints managers of 154 state auto license branch offices.

Explaining why Hobart Creighton is not qualified by any stretch of the imagination to be governor of Indiana, Senator Fleming said, "Mr. Creighton is flying about the state in his airplane making campaign speeches. I'd like to see him come down on his feet and find out what our roads in Indiana are like."

Senator Fleming pointed out that the Speaker of the House of Representatives has the power to call bills out of committee or permit them to die.

Creighton, with a long anti-labor record, used his position as speaker of the House in the 1947 Legislature to promote the passage of 16 labor-crucifying bills.

Creighton Pushed 16 Bad Bills

"Creighton, as speaker, must accept responsibility for the action in the Lower House on all 16 bills," Mr. Fleming said. "We managed to stop most of them in the Senate, but it was no fault of Mr. Creighton that they didn't become laws."

"As it is, Creighton had an all-important part in passing the utility no-strike law and the amendment to the unemployment compensation law."

"That utility law alone would defeat Creighton if the telephone girls would talk as much about him on the outside as they do while working."

(Continued on page 3)

State-wide Petroleum Agreement

A new state-wide contract covering all union Teamsters in Indiana who drive trucks carrying petroleum products was reported at the July meeting of the Indiana State Drivers' Council by C. B. Birdsong, head of Local 215, Evansville.

The contract, which covers all counties in the state except Lake and Porter, gives an increase in wages of 15 cents per hour to approximately 700 members of the union.

The two-year pact also provides for a union shop, check-off of dues, and improved working conditions.

Although the agreement is to be in effect until November 1, 1950, it can be opened at the end of one year for wage adjustments.

The Joint Committee representing the Teamsters in achieving the outstanding agreement after many days of negotiations included:

E. J. Williams, Local No. 135, Indianapolis; C. B. Birdsong, Local No. 215, Evansville; E. C. Wilkes, Local No. 298, Michigan City; D. W. Annis, Local No. 215, Evansville, and Charles Miller, Local No. 417, Vincennes.

Employers were represented by D. E. Daggett, Benton Harbor, Mich.; Cecil Davis, Whiting; William Girton, Brazil; Fred Kumpf, Indianapolis, and G. T. McCollough, Detroit, Mich.

The contract increases wages of regular drivers from \$1.25 to \$1.40 per hour and the wages of "sleepers" from \$1.45 to \$1.60.

Other highlights of the pact include:

1. All drivers are guaranteed 50 hours per week with time and one-half to be paid after 40

(Continued on page 3)

Hoosier Wrong Congs Slated For Certain Defeat Nov. 2

VOTE AGAINST

7th Dist., Gerald W. Landis
5th Dist., Forest A. Harness
4th Dist., George W. Gillie
8th Dist., Edward A. Mitchell

VOTE FOR

James E. Noland, Bloomington
John R. Walsh, Anderson
Edward H. Kruse, Jr.
Winfield K. Denton

Freedom Day In Vincennes

VINCENNES—Ceremonies held here by the Central Labor Union, in connection with the visit of the Freedom Train, were marked by the attendance of John J. Murphy, director of organization for the AFL; Hugh Gormley, regional director, AFL; Carl Mullen, president of the State Federation of Labor, and John Acker, secretary-treasurer of the federation.

Arrangements for the day, made by Charles Miller, CLU president and head of Teamsters Local 417, scheduled the meeting in Gregg Park but changed to the Coliseum because of rain.

Mr. Murphy, principal speaker, called for repeal of the NAM-Taft-Hartley law and denounced the 80th Congress.

The labor leaders participated in a radio roundtable discussion before the evening program got under way.

According to Mr. Miller, the CLU is planning the greatest Labor Day celebration in history.

Delegates to SFL Meet

EVANSVILLE—Lloyd Rhoads, secretary-treasurer of Taxicab Drivers Local No. 11, reports that Roy Carrier, Marion Brackett, Monroe Mullin and William Marshall were named delegates to the State Federation of Labor convention here, at the meeting of the local Monday night. Rhoads himself is a delegate, representing the Central Labor Union, together with John L. Rohlfer, Chester Smallwood and Charles Willis.

BAUER'S LOCAL MAKES PERFECT ELECTION SCORE

In the field of shop elections conducted under the Taft-Hartley law by the National Labor Relations Board, Teamsters Local 233, Indianapolis, has a perfect record to date.

Shop elections held by Local 233—30.

Shop elections won by Local 233—30.

More than 1,000 truck drivers, helpers and warehousemen employed in Indianapolis voted in the elections.

Leo J. Bauer, union president, was assisted in preparing the mass of paper work required of the local for all the elections by Ed Heffner, recording secretary; William Osborn, vice president; Ed McCarthy, secretary-treasurer, and Harry Bowers, Everett Chambers and Wilford Brunk, trustees.

Local 193 Wins Two UA Elections 100%

Garage workers employed by the Aero Mayflower Transit Co. have voted 100 per cent in favor of delegating union authority to Teamsters Local No. 193, Indianapolis, according to Maurice E. Day, reporting on an election recently conducted by the National Labor Relations Board.

This local also won the unanimous vote for union authority of 40 employees of the Pierson furniture and music stores of Indianapolis.

Gary Teamsters in Antique Wagons in Labor Day Parade

GARY—The Labor Day parade on the streets of Gary will be a big affair, promised Fred Schutz, president of the Lake County Central Labor Union.

In the parade will be seven to eight bands, floats and a huge turnout of AFL workers.

Hundreds of dollars will be offered in attendance prizes. Construction Laborers Local 81, of Gary, will furnish its own band, and has purchased special silk hats to be worn by all members in the parade. Herman Wietbrock, business representative of 81, predicted more than 1,000 Hod Carriers would take part.

Otis Hand, business representative of Hammond Painters Local 460, said the local will have its own float.

A novelty will be the parade entries of Teamsters Local 142, who will display a pageant of Teamster-driven vehicles from the days of the horse and wagon to today's big trucks.

Committee includes Hand, chairman; Wietbrock, Frank Potesak and Schutz.

At the fair grounds in the afternoon, there will be floor shows, two orchestras, vaudeville shows, free entertainment, free prizes, ice cream and rides for the kiddies.

S. W. HELTON

It Happens to Be—543

The ballots have been counted for our last union shop election by mail. This election was with our furniture and storage men. These men came through in fine shape as we anticipated. Out of 29 eligible voters, 21 voted for the union shop, two against and one ruled out.

★

The drivers at the Lafayette Concrete Ready Mix have had their election, at the plant, and voted for the union shop 15 to 2.

★

This cleans up our elections of this nature, except for the city freight and road drivers.

★

We have settled our city freight agreement for 1948 with wage increases and improved vacations, etc.

★

Furniture movers' and helpers' contract has been settled, with increase in pay, retroactive to July 1, 1948. The contract was signed the day before a strike was scheduled.

★

We have signed up the Coca-Cola boys at Attica. Employer refuses to recognize us, and has fired one of our men. We have filed with the NLRB for a RC election there.

★

The CLU Labor Day committees are busy making arrangements for a big Labor Day program, consisting of games for children and baseball game in the afternoon, fights in the evening (and these are usually good) followed by fire works. Out of town folks would be well pleased if in Lafayette on that day.

How AP Distorts Truth

The Associated Press, always notoriously anti-labor, has sent out a story about the loss of an NLRB election by a Teamsters union in Indiana.

Twelve drivers for a bottling company voted against union representation, says the dispatch, naming the local and city of its location.

This story was printed in the Indianapolis and other anti-labor newspapers of the state, apparently in proof of their contention that the Taft-Hartley law is such a fine thing for everyone.

But why won't the Associated Press or the newspapers publish the truth, which is that this bottling company group was one out of 100 groups in Indiana to vote against union recognition? The percentage is about that, one out of a hundred voting no, 99 voting YES.

Neither the Associated Press nor the Taft-Hartley-NAM newspapers have ever come close to telling the truth about the operations of the Taft-Hartley law. They don't want the public to know the truth. Instead, they publish half truths, of which this bottling company story, on page 1 of *The Indianapolis Star*, is a sample.

As for the Associated Press, that organization has been a consistent liar about labor matters from the beginning.

It was an Associated Press correspondent in Colorado who sent out such untruthful dispatches about the Ludlow massacre 35 years ago, concealing the horror of armed guards hired by the Rockefeller family to shoot strikers.

This AP liar, no worse than some of them today, was the late Ivy Lee.

In rewarding Ivy Lee for lying to the public about the Ludlow massacre, John D. Rockefeller, Jr., gave him a lifetime job as personal public relations counsellor and set him up in a big office in New York to write flattering pieces about the Rockefellers.

It pays to work for the rich.

Southern Labor Wins

The primary election in Tennessee demonstrates how effective labor's political activities can be when good leadership backed up by an enthusiastic rank and file work together for the election of friendly political candidates.

Commenting on the victories won by Estes Kefauver, Democratic senatorial nominee, who won the Democratic senatorial nomination, and Dayton E. Phillips, Republican, who was renominated for his House seat, AFL President William Green declared the election outcome "is a demonstration of labor's political strength."

"I hope it is a forerunner of what will happen later in the campaign when labor unites in supporting candidates who voted for it."

Joseph D. Keenan, director of Labor's League for Political Education, declared that the results show "that labor can be counted on to reward its friends and rebuke its enemies regardless of party lines."

"The fight of Representative Kefauver to unseat Senator Stewart—who supported the Taft-Hartley Act and other anti-labor legislation—is well known," said Mr. Keenan.

"Not so well known to the public is the hard fight in the 1st Tennessee Congressional District, formerly represented by Carroll Reece. Republican reactionaries tried to kill off Representative Phillips because of his votes against the Taft-Hartley law and his other support of labor. In the 14 counties of his district his victory was made possible by the vote of the five labor counties."

"In addition, the Tennessee governor, who promotes anti-labor legislation, was defeated by the labor-endorsed former Representative Browning."

Daily Press Is Unfair to Teamsters

Why do our daily newspapers have so much space for the occasional misdeeds of truck drivers and so little for them when they do something equally outstanding in the other direction?

The newspapers may have an answer, but *The Indianapolis Star* offered no alibi when lambasted recently by one truck driver's wife.

This was the wife of Charles S. Fink, the Foster Freight Lines driver, member of Teamsters Local 135, who was named driver of the month for saving a man's life at great risk to his own, as reported in the April *Indiana Teamster*.

Mr. Fink's act of unusual heroism was buried among the classified ads in the *Star* at about the same time it was giving headlines to some renegade trucker convicted of molesting a girl.

And Mrs. Fink wrote a letter to the editor of the *Star* which undoubtedly expressed the sentiments of many Teamsters' wives.

Her letter was published, as follows:

To the Editor of *The Indianapolis Star*:

You have undoubtedly heard of the power of the press. That is of universal knowledge and I must say that the newspapers of this town are certainly using their power to undermine the trucking profession.

A few months ago, my husband, at the risk of his own life, pulled a man out of a burning automobile. Where was the piece about this incident? Back, way back in the classified section! When a trucker recently was arrested on a molesting charge, it was right on the front page in big headlines. Not only at the time of the arrest, but also when he was fined.

My husband is an over-the-road driver for a freight line and I am acquainted with several of the drivers and their wives. They are an honest, hard-working bunch of men. The opinion of truckers by anyone not connected with the profession is not at all flattering.

In my opinion it would be in order for you, the press, to put their good deeds on the front page as well as the bad ones.

MRS. CHARLES S. FINK.
3447 Boulevard Place.

M. J. Tobin Named New Labor Secy.

WASHINGTON—Maurice Joseph Tobin, former governor of Massachusetts and twice-elected mayor of Boston, accepted the appointment as Secretary of Labor tendered him by President Truman.

The new Cabinet member, who at 47 is the youngest man ever named Secretary of Labor, was sworn into office before a distinguished company of high government officials and prominent labor leaders, including AFL President William Green.

Mr. Tobin withdrew from this year's gubernatorial race in Massachusetts in order to accept his federal post.

The new Secretary of Labor had labor support in his past political campaigns. The first of these was his quest of a seat in the Massachusetts legislature. He served in that body in 1927 and 1928. In 1931 he was elected to the Boston School Committee and became its chairman in 1933.

As Secretary of Labor, Mr. Tobin faces the difficult task of rebuilding the Labor Department which has been reduced to a mere shell as the result of activities of the 80th Congress.

Mayflower Driver Has Pills Of Longevity for Sale—Cheap

By SWEDE CARLBOM

One sunny morning, in the month of May, I left Grand Canyon, Arizona, with a load of household goods belonging to the park superintendent at Mesa Verde National Park, Colorado.

Nearing Shiprock, New Mexico, vapor lock developed in the gas lines. Parked at the side of the road, I saw coming down a path toward my van a most peculiar figure of a man. He was the scrawniest, wrinkled-up human being I have ever seen. A pair of lively, beady eyes were set in a mass of facial folds and wrinkles.

On his head, resting on large protruding ears, sat a large, black sloughy hat. He wore a red striped tee shirt and large, baggy, greenish trousers, held up by suspenders, crosswise over his shrunken chest, preventing them from slipping off his tapering shoulders.

The trousers were cupped up below his knees, high-water fashion. Two beanstalky legs disappeared into a pair of large shoes. His large, bony hands were fastened to what looked like sawed-off broomsticks.

He greeted me with, "Hello, Pardner! Trouble?"

I said, "Yes. Vapor locked. Don't think I can go on until the cool of the evening."

"Well," said he, "come out of the hot sun and up to my cabin. It's only me and Fredrika up there and we'll both be glad to have you. My name is Lem Lucas."

I said I was glad to know him and also glad to welcome his invitation.

Following this strange-looking creature up the path and nearing his cabin, I heard a terrifying screech coming from within.

I stopped and asked what it was. He said it was only Fredrika and added, "She always gets terribly excited when a stranger approaches the house."

Entering, I noticed a large room with fireplace, table and chairs, a cot and a tall cupboard. On a suspended iron pipe in the far-off corner by the fireplace sat a very large, ugly buzzard. Its long, scrawn neck was featherless. Its head was cocked sideways as it scrutinized me with black, piercing eyes.

I asked, "Who is that?"

My host said, "It's Fredrika."

Up to now I had been thinking he meant his wife when referring to Fredrika. Fredrika chewed tobacco. She turned her head and shot a stream of tobacco juice directly into the fireplace.

Lem said, "I keep her for a pet. Once she saved my life."

He now related a story how years ago he went hunting up the canyon and was set upon by a large mountain lion. Cornered, the beast leaped, knocking him over a boulder down into the canyon.

There, after hours of unconsciousness, he came to, with a broken hip, and noticed a dozen buzzards sitting around on the crags, patiently waiting for him to give up his ghost so they could have him for dinner.

"And this here thing," said Lem Lucas, pointing to Fredrika, "was sitting on my chest, tugging at my suspenders, determined to strip me, when of a sudden I flung my arm out and grabbed both her legs."

"She cackled and screeched, flapping her wings like a windmill but, weak as I was, I hung on to her."

"Her pals took off. The fuss and commotion she made attracted an old Indian, who came peeking over the cliff. Scampering down into the canyon, he carried both me and Fredrika to my cabin."

"After some time, I got well. I named the buzzard after my late wife. This happened back in 1850."

"1850?" I said. "That's nearly a hundred years ago."

"Well, you see," said Lem Lucas, "I was born back in 1769. I owe my great age to some Long Life pills. I take the secret formula given to me by an old Cayuga Indian I once befriended up in the Catskills."

He now went to the cupboard and brought forth a Mason jar half full of bluish pills.

He said, "I take two of these twice a day. Have some."

They tasted sourish and musty like.

Seeing my doubtfulness, he then related how he vividly remembered standing on the Lexington road, seeing Paul Revere riding by, warning the people that the British were coming.

He served with General Washington at Valley Forge and was in Philadelphia when the good old Liberty Bell rang in the freedom.

In 1812 he fought with Andrew Jackson in the battle of New Orleans. There he married a southern belle named Fredrika, who died in 1848 because he could never make her take his Long Life pills.

In 1849 he joined the California gold rushers, came back to Shiprock, New Mexico, the following year and built his cabin.

He now brought a brown jug from out of the cupboard and took a long, long swig.

"So, son," said Lem Lucas, "if you like to live on and see what's going to happen in the far future, I'll sell you a half peck of these here pills for five bucks."

Mention of the five bucks caused Fredrika to get excited. She spat over Lem's head, cackled and flapped her wings, and as I looked at her I noticed she winked her eye at me in rapid succession.

Lem went over to the mantelpiece, cut a chew from some plug tobacco and gave it to her. She snapped at it greedily and seemed to quiet down.

Intrigued by the possibilities of a long life, I told Lem I would buy some of his pills.

He then filled a paper sack with pills he took from a box under his cot. I gave him the five bucks, thanked him for his hospitality, bid him and Fredrika good night and took off for my bunk in the cab.

At dawn next morning, someone was pecking on my cab window. I looked up and saw Fredrika sitting on my mirror sidearm. I rolled down the window and Fredrika hopped up on the cab window sill.

She said:

"Sorry to wake you up, pardner. I wanted to tell you how I hated to see you give that old geezer the five spot last night for a half peck of what he calls Long Life pills."

"Them's nothing but dried huckleberries. He is the biggest liar in Cocino County. All he wanted was a five for another jug of corn. He's sold more dried huckleberries to strangers than Smith Brothers have sold cough drops. He ain't any older than you are. He's got his wrinkles from eating sour dough flapjacks and drinking 100-proof corn."

"I'm only hanging around because he keeps me in chewing tobacco and squirrel meat, and a whole rabbit on Sunday."

"Some day soon he is going to kick in—I hope. I'll carry him off to the woods and some sunny morn me and my buzzard friends will have him for breakfast."

She then turned her head and shot a stream of tobacco juice over the fender, barely missing my headlight. She hopped down, saying, "So long, Pardner. See you some other time."

So, boys and girls, if you like to live and see what's going to happen in the years of 2000, let me know. I'll sell you Long Life pills—cheap.

Fleming Says Labor Haters Face Defeat

(Continued from page 1)

Mr. Creighton is owner of probably the largest chicken and egg farm in Indiana. First thing he did when elected to the state legislature was get the Creighton-Babeock law passed (1933) making it a felony with jail sentence for any Teamster to interfere with the transportation of chickens and eggs, regardless of the merits of any labor dispute.

Creighton, the Blue Nose

Regarding the pro-Creighton whispering campaign that Mr. Creighton talks dry only to get the votes of blue-nosed ladies but is in fact liberal—records show that Hobart Creighton was an elected delegate from Kosciusko county in 1932, committed to vote against ratification of repeal. More recently, April 23, 1948, he told a group of Butler students: "I come from a dry county, and I have no hesitation in saying that if I had a vote on local option as a legislator I would vote for it."

Fifty-six thousand drivers, bartenders, brewery and distillery workers in Indiana would lose their jobs and the bootleggers would be back if Creighton had his way.

Senator Fleming declared that 15 Hoosier miners recently were killed in an accident which could not have happened had a man such as Henry Schrickler been governor.

"Our present governor," he said, "appointed inspectors approved only by the operators and the operators therefore were not required to make safety provisions demanded by the workers. Governor Gates did not appoint a single inspector recommended by labor."

"The miners want no more governors like Gates, and Creighton would be no better. He would save the operators' money at the risk of the miners' lives."

"And the men down in the pits will vote against Gerald Landis, too, because they are fed up with his anti-labor record in Congress. I know. I have talked with them."

Senator Fleming is himself from a coal miner's family, having been born in Jasonville.

"The first day of April every year," he told the Teamsters, "I took off my shoes, for that's when the miners always went on strike. I saw my father loaf through the summer, then work all winter to pay back the company store for supplies given to us on credit through the summer lay-off. This went on year after year."

Hard Way Fleming

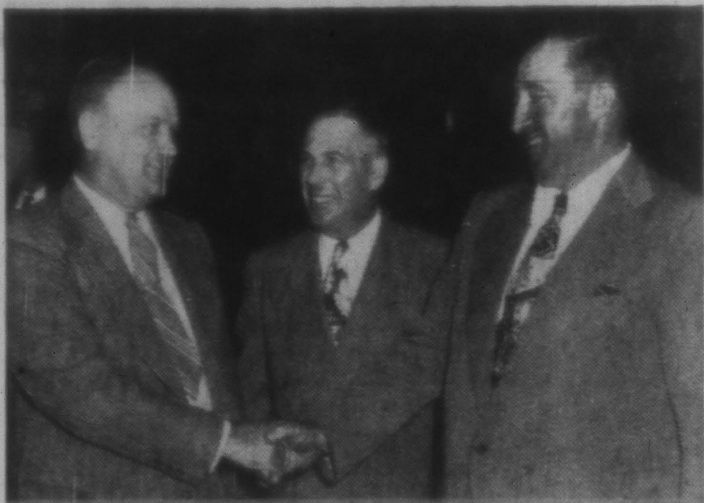
Charles Fleming not only went through boyhood the hard way but he got his education by working to attend Indiana University. In Bloomington, he fired Paul McNutt's furnace, waited table in his fraternity house and did other chores leading to a degree—the hard way. And he still is making it the hard way, by being a union business representative.

Accounting for the election and re-election of anti-labor Congressmen in Indiana, Senator Fleming explained:

"A feeling has prevailed here for a number of years, just as in a dozen anti-closed shop states, that organized labor has gained too much and should be curbed."

"That feeling is beginning to melt now in the wave of reali-

LAKE COUNTY LOCALS MERGE



Mike Sawochka (left) and Steven Toth (right) shake hands on the unanimous vote of their membership to merge Local 520 with Local 142. Gale F. Murrin, International Organizer, IBT, (also shown) was a speaker at the meeting which voted the merger.

Two Teamster locals in Lake County, No. 520, headed by Steven Toth, and No. 142, headed by Michael Sawochka, have voted to merge.

The new organization, officially sanctioned by the International Brotherhood of Teamsters, has a potential membership of 3,000.

Both locals have had members in each other's territory and it is understood that the merger will eliminate much duplication of effort, frequent transferring of members from one union to the other, and be of benefit to the members in various other ways.

The merger was unanimously voted by members of the two locals in a joint meeting, held in the Gary Labor Temple, August 8.

Speakers at the meeting emphasized that the merger will result in a stronger organization financially and that members will be given improved service.

The meeting was conducted by Mr. Sawochka and recording secretary was Wesley Day. Speakers included Gale F. Murrin, International organizer of the Teamsters; Fred Schutz, president of the Lake County Central Labor Union; Russell Jenkins, business representative of the Gary Milk Drivers, and P. J. Johnson, former business representative of Local 520.

Explaining the merger in the *Labor Beacon*, Mr. Sawochka said:

"In the past our unions have actually been competing against one another. After the merger, I heard it said by many of the union members that we should have made this move 10 years ago."

"All of the East Chicago contracts will be honored to the letter and no employee need worry about his job as a result of the merger."

"East Chicago members will not lose security or seniority."

"Merging of the two locals will benefit the members in several ways. The first is absolute uniformity of working agreements, identical wage scales and working conditions, a stronger union financially and in total membership."

MILWAUKEE AIDS LOCAL 298 MAN

MICHIGAN CITY — John Ashbrook, 46, 1110 E. Second, is a tank-wagon driver for Sprout & Davis, refinery haulers, and he carries a Teamsters' Union card in his pocket.

He never expected his union card to help save his life.

Monday it did!

Last weekend Ashbrook, off-duty, drove his own car to Milwaukee to attend a fair. Coming back late Sunday afternoon, he crashed. Sunday night the Milwaukee City Hospital telephoned Mrs. Ashbrook.

"Your husband is critical," she was told. "He needs blood."

Mrs. Ashbrook telephoned E. C. (Pete) Wilkes, business agent of Michigan City's Teamsters' Union, Local 298.

Wilkes telephoned Joseph Caminiti, business agent of a Milwaukee Teamsters local—No. 982. He'd met Caminiti at conventions.

"The hospital says he may need as much as six pints. They'll take it from their own blood bank—but it must be replaced," Wilkes explained.

"Leave it to us," Caminiti said. Before day's end, eight husky Milwaukee truck drivers appeared at the hospital and gave blood.

Ashbrook, who has a broken leg, a serious head injury and possible internal hurts, had recovered sufficiently to justify a statement that he will recover, barring unexpected complications.

zation that labor is receiving only a small percentage of enormous profits and is being made a goat by millionaire business men and their political stooges. Public opinion is beginning to turn. But it is up to the working people themselves

Fenton Buried In Washington

WASHINGTON—Francis P. Fenton, international representative of the AFL, was buried in Cedar Hill Cemetery here after funeral services at St. Matthews Cathedral attended by high officials of organized labor and government.

Mr. Fenton died in his office after suffering two heart attacks while he was preparing a report on the recent International Labor Conference in San Francisco which he attended in his capacity as U. S. workers' delegate.

Prior to his appointment as the AFL's representative in international affairs, Mr. Fenton was national director of organization for the federation.

Muncie Drivers Aid Boys' Club

MUNCIE—Teamsters Local 369 has contributed \$300 to the Muncie Boys' Club to help erect a new building.

"This is a civic movement which the Teamsters heartily endorse," said Secretary-Treasurer D. E. Mahoney of the union in announcing the contribution.

The club will mean much in solving juvenile delinquency problems in Muncie.

to get out and vote next November if they want a governor, congressmen and state representatives who will represent the people and not the exclusive interests of big business."

Big Ed and Fat Ed

Look-See with 233

Our secretary-treasurer, Brother Ed McCarthy, took his three weeks' vacation and escorted a group of children to the lake for an outing. Bro. McCarthy has been at Kingan's 35 years.

★

It seems that Brother Louis Miller of Indiana Terminal had a fast answer when asked why he was off. He exclaimed that his wife had a whole bed full of babies. The Millers had twins, a boy and girl.

★

At present the A & P Grocery warehouse, Standard division of National Tea and Glidden Co. contracts are being negotiated.

★

Regular meetings of Local 233 are held the first Wednesday of each month.

★

Attention, members of Kiblers, Kroger's, Kroger mechanics, Tripp warehouse, Indiana Terminal, Indianapolis warehouse, Strohm's, Rolling Mill warehouse and Red Dot Foods:

Watch your bulletin boards for notices of special meetings which will be called to draft your contract proposals.

★

Election Day, Nov. 2, is nearing. Be sure to register so you can vote. Labor votes are the ones—if cast—that put men in office. Be in a position to cast your vote. Register.

★

Brother Paul Wright, of Kingan's, was passing out cigars. The Wrights had a fine boy, a future Kingan driver.

★

Trustee Brother Everett Chambers is getting all set to represent Kibler Trucking Co. in the coming Truck Roadco. Bro. Chambers has driven 15 years without an accident. We'll be in there rootin' for you, Bro. Chambers.

★

Red Dot Foods' employees and A & P warehouse employees voted, on the same day in NLRB elections, by an overwhelming majority to retain their union shops.

Local 362, Hammond

HAMMOND—Teamsters Local 362 has won a union authorization election among employees of Brink's, Inc., here.

Harry D. Cole, union business representative, said the members will receive the Chicago scale.

★

City freight drivers won a new contract for all cartage employees, providing a \$5.87 per week increase, weekly guarantee of \$68.87, 45-hour week Monday through Friday, with Saturday premium time at time and a half, six legal holidays paid.

If a holiday falls in the vacation or Saturday, extra day's pay will be received.

The contract covers seven cartage companies in Hammond and four in East Chicago. Hammond—J. Antrum & Son, Welsh Bros. Motor Service, Crown Point Transfer Co., Hammond Motor Express, McMaster Bros., Steel Motor Express and J. B. Cartage Co.

East Chicago—Keeshin Motor Express, Norwalk Freight Lines, Tucker Freight Lines and Day's Transfer.

The contract affects 200 drivers and dockmen in the Hammond and East Chicago area. Cole was chairman of the negotiating committee, while Steven Toth negotiated for Local 520. The contract was completed July 16, and is retroactive to June 1.

Teamsters accepted the contract unanimously. Cole was praised by members for his fine work in the negotiations.

★

"Negotiations are under way for the oil drivers, and are gaining progress," Cole said. "Those concerned are the major oil and transport companies."

Recent meeting was July 29 in the companies' offices. Previously the companies' offer of 12½ cents was turned down. The union asked 37½ cents and other improved working conditions. The U. S. conciliation department was called in, and Mediator Howard Plank sat in on the meetings.

AFL Convention

WASHINGTON—The sixty-seventh convention of the American Federation of Labor will be held in the Hall of Mirrors, Netherland Plaza Hotel, Cincinnati, Ohio, beginning at 10 o'clock Monday morning, November 15, and lasting until business is completed.

The Indiana Teamster

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Best All-State Petro Contract

(Continued from page 1)

hours. Extra drivers are not included in this provision.

2. No members are required to work on New Year's Day, Decoration Day, Independence Day, Labor Day, Thanksgiving or Christmas. These shall be paid holidays. Double time is to be paid for work on these days or on Sundays.

3. The minimum guaranteed weekly pay is \$88.

4. One week's vacation for one year of service; two weeks' vacation for two years of service.

5. All union members shall be paid for all time spent in the service of the employer. Time shall be computed from the time the employee checks in for work until the time he is released from duty at his home terminal.

DRIVERS TUNE UP FOR 1948 STATE ROADEO

Competition in Indianapolis September 23-24 for Straight and Semi-Trailer Champions

Two state champion truck drivers will defend their titles in the 1948 annual rodeo at World War Memorial Plaza, Indianapolis, September 23 and 24.

Plans for the event are now being made by the Indiana Motor Truck Association, Inc., which counts upon the rodeo to be a highlight of its yearly convention.

The two state champs, Richard Strouse and Leslie McGurer, so designated for winning first place in their respective classes last year, also won fourth place each in the National Rodeo last year in California. Strouse's class is the straight truck while McGurer's is the tractor semi-trailer.

Both the champs are members of Teamsters Local 135. They will have competition this year from the winners of local rodeos held in Terre Haute and Evansville and from drivers representing practically every part of Indiana.

Also, they will find a new course of hazards, requiring them, among other things, to back their trucks through a line of three barrels.

Announcing the contest, *The Fifth Wheel*, official organ of the IMTA, says:

Fame and money again will be flirting with the participants in this annual event, winners of which will have their expenses paid to the National Rodeo at Washington, D. C.

Already the IMTA Rodeo committee is working on a list of trophies and cash and merchandise prizes for the state winners. The drivers' local unions also take an active part in raising the prizes.

Advance interest points to an entry list of drivers exceeding that of last year, when more than 30 experts demonstrated their skill on the course which had been set up on the Plaza.

Two Champions

Again there will be champions selected in both the straight truck and tractor semi-trailer classes.

Entry blanks should be obtained from the IMTA offices now.

The Rodeo committee has decided on a \$10 entry fee for each participant this time, funds derived therefrom to be used to help defray expenses of conducting the event and sending the winners to the National.

General Chairman of this year's state Rodeo committee is Harold Sanford, vice president and general manager of Clemans Truck Line, and there are 24 other well-known operators on his committee. Wayne Timmons of Purdue University's Public Safety Institute will serve as operations judge. A group of expert judges is assured.

The Rodeo brings out not only how drivers handle equipment, but also what they know about safety, first-aid, courtesy, and efficiency. The champion driver must "know his stuff."

Other Cities Hold Warmups

As a tuneup for the state contest, the Terre Haute Motor Carriers on July 18 conducted their own Rodeo. President Leo Bringwald reported that more than 25 drivers participated and that they will come on to the State.

A similar warmup has been scheduled for Evansville. Under sponsorship of the Evansville Chamber of Commerce and the IMTA chapter of that area—the Southwestern Motor Carriers Asso-

ciation—that contest is scheduled for August 28 and 29. J. E. Nicholas, executive secretary of IMTA, will make presentations to the Evansville winners on the night of August 30.

Both of last year's state champions—Richard (Peanuts) Strouse, straight-truck winner from Ellis Trucking Company, Indianapolis, and Leslie (Les) McGurer, Indianapolis semi driver for Trucking, Inc.—are due to compete again.

Charles (Chuck) Goins, Indianapolis straight-truck driver for Trucking, Inc., who twice has taken down the national straight-truck title, also is expected to be in the running again, as will Walter Cline, driver for Ellis who will be seeking his third state title and permanent possession of the trophy in the tractor semi-trailer class.

Orville Hoffert, 1940 national straight-truck champ, who now is a dispatcher for Transamerican Freight Lines, will be on the sidelines pulling for his buddies.

One Accident-Free Year

Rules for this year's contest have been somewhat altered. For example, the Executive Committee of ATA at its meeting in May approved a change in the rules to permit a qualified driver to compete in any class of the competition he chooses. Under the revised rule, a straight-truck driver may compete in either the semi-trailer or truck and full trailer event (Indiana does not have the latter), but is limited to a single class of his own choice. Other important qualifications are:

• Driver must have completed one



Joe Williams, secretary-treasurer of Teamsters Local 135, was at World War Memorial Plaza last September to congratulate Leslie McGurer (left) and Richard Strouse when they won first prizes in their respective classes at the annual Rodeo.

year of no-accident driving immediately prior to entry in the Truck Rodeo.

Driver must have been employed by the entering employer during that year, and he must certify to the no-accident record.

Driver must be a resident of or occupationally domiciled in the state where the Truck Rodeo he enters is held.

Any truck line may enter one driver in each class of competition held in the State Truck Rodeo.

Only yard men whose daily duties consist of "spotting" and shuttling trucks and trailers around terminal premises are barred from the competition.

The Truck Rodeo consists of written examinations on Safe Driving Rules, the Trucking Industry, First Aid, and Firefighting plus Driving Skill Tests. An Appearance Test and an Equipment Defects Test also are required. Equipment is furnished at the field for the skill tests. A perfect score for all events is 400.

Each entrant is furnished with a copy of "Things the Professional Truck Driver Should Know" and Supplement No. 1 thereto, from which all of the questions used in the written examinations will be taken.

Chicago Drivers Invited to Mass

CHICAGO — Union leaders announce that they will again join this year with the Catholic Labor Alliance in sponsoring a Labor Day Mass to be held September 6 in Holy Name Cathedral, at 10 a. m.

Members of unions from all over the Chicago area are invited to assist at the Mass, which is intended for workmen of every faith, color and race.

Father George Higgins, who has been named to preach the sermon, will deliver another of his dynamic talks on the Labor problem which have made him noted as an outstanding exponent of unionism.

The Catholic Labor Alliance is a group of men and women dedicated to the program of social reconstruction as outlined by the Popes. C. L. A. also publishes the paper *Work*.

America would enjoy better industrial peace if sweatshop bosses spent as much money for good relations between labor and management as they do for slanderous anti-labor campaigns.

Evansville 215 Teamsters in State Contest

EVANSVILLE—Seven contestants have entered the truck rodeo to be held Aug. 28 and 29 on Riverside Drive, for which event Clyde Birdsong, Chauffeurs, Teamsters and Helpers Local president, is awards chairman. Additional drivers are expected to enter.

Those already qualified include five tractor-trailer drivers and two drivers of straight trucks.

The course for the local Rodeo will be laid out on Riverside drive. Competition will take place on Saturday and Sunday afternoons, during which time traffic will be routed along the lower drive of Dress Plaza.

ALSO AT KOKOMO

Preliminary contests also are scheduled to be held by Local 759 in Kokomo and Local 364 in South Bend.

Titzer Gives Safety Rules

Edwin Titzer, driver for the Hancock Truck Lines and a member of the Chauffeurs, Teamsters and Helpers Local No. 215, Evansville, lays down some worthwhile safety rules.

Asked to give drivers of passenger cars some tips on safe driving Mr. Titzer, who has some 700,000 accident-free miles to his credit, puts the emphasis on courtesy.

"Safety thrives on courtesy," he says, "and another secret of the business—which shouldn't be kept a secret—is defensive driving." Defensive driving, he explains, means driving at all times as if the other driver is sure to do the wrong and unsafe thing in traffic.

He gives the following tips for driving defensively:

1. Never place complete faith in the other fellow's hand signals.
2. Be prepared for the motorist who disregards stop signs.
3. Slow down before you get to intersections and be prepared for a traffic signal change and cross traffic.
4. Don't follow too closely. Allow a full car length between you and the car ahead for every ten miles per hour of speed.
5. Drive within the proper lane and get into the correct lane for turning well ahead of time.
6. Give adequate hand signals in plenty of time.
7. Avoid sudden stops or other abrupt maneuvers.
8. Be on guard against abrupt maneuvers of other drivers.
9. Make sure the way is clear before pulling out from a parking space.
10. Always yield to pedestrians, and never insist on the right-of-way.

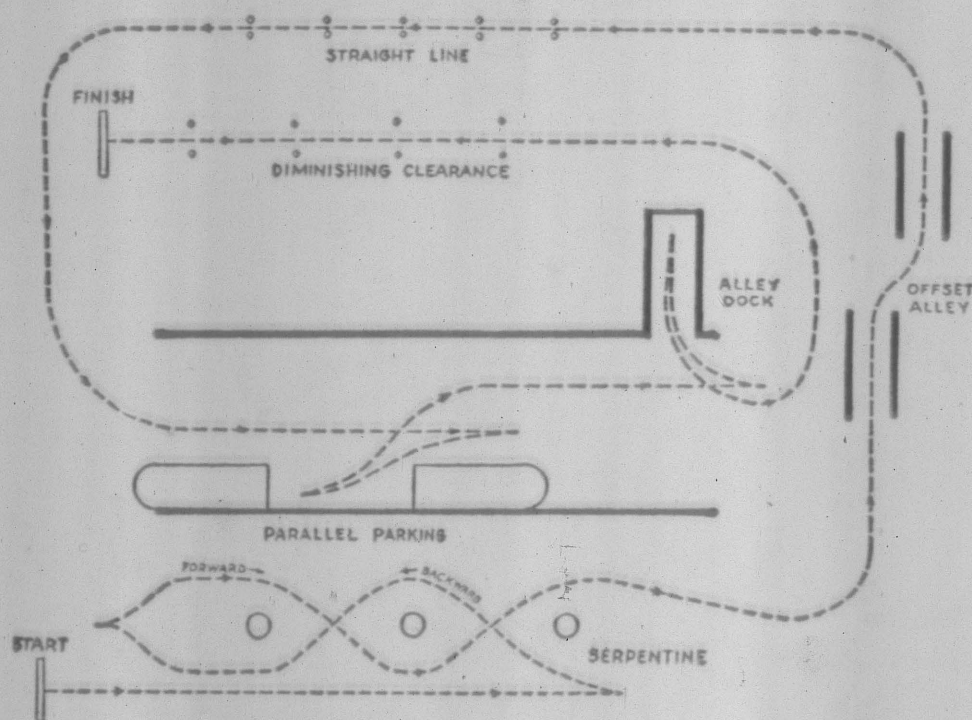
Potesak Thanks Political Donors

EAST CHICAGO—Frank Potesak, business representative of Teamsters Local 520 and head of the LLPE in East Chicago, issued the following statement.

"I wish to thank all the boys of the various barns of East Chicago for their fine 100 per cent cooperation in contributing to the Labor League for Political Education.

"The barns are as follows: Justak's trucking, Dolly Madison cake, Farm Crest bakeries, Keeshin city freight, McKeavour Transfer and all the boys on the Kellogg job at Cities Service."

Here Is the Rodeo Course



Above is a general design of the field test course that awaits drivers in this year's IMTA Rodeo. This course starts with the serpentine problem. Driver is required to back his vehicle through a line of three barrels, then drive forward between them, as shown. Next is offset alley. The contestant then must drive his vehicle in a straight line with the right wheels following a designated path between two rows of markers. Then comes parallel parking to a curb between two closely-parked vehicles. Another test requires parking at an alley dock in a confined space without touching the dock or being farther away from

it than two feet when the parking is completed. The would-be champion then drives his vehicle down a lane in which the confines gradually narrow until as the vehicle passes the last set of markers it has only a very small clearance on either side. The driver finishes by bringing his vehicle to a stop at a finish line he can not see from the cab. Straight-truck drivers must drive the course in eight minutes, tractor-semi-trailer drivers in ten minutes, or be disqualified. A perfect score for the field tests and best time in maneuvering them is 300 points.

—Courtesy of "The Fifth Wheel."